

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: National Road Inventory Number: G-I-A-227
Address: National Pike (US 40 Alt.) 1.1 mile E and 0.9 miles W of U.S. 219 Historic district: ☐ yes ☒ no
City: Grantsville vicinity Zip Code: 21536 County: Garrett
USGS Quadrangle(s): Avilton
Property Owner: Public Tax Account ID Number: n/a
Tax Map Parcel Number(s): n/a Tax Map Number: n/a
Project: U.S. 219 Improvements, Meyersdale (Pa.) to I-68 Agency: FHWA, SHA
Agency Prepared By: Heberling Associates for SHA
Preparer's Name: William Hunter Date Prepared: 6/15/2005

Documentation is presented in: W.M. Hunter 2003 [2005] Historic Structures Survey/Determination of Eligibility Report, U.S. 219 Improvements Project. Prepared for the FHWA and SHA by Heberling Associates, Inc.

Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: Little Meadows Historic Site (partial)

Inventory Number: G-I-A-012 Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no

Site visit by MHT Staf ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The U.S. 40 Alt. roadway is a thoroughly modern artifact, reflecting a drive toward standardization and constant improvement of the transportation system. The existing roadway has no material association with its historically significant precursors, including its first modern form built in 1932-1933. Though located on the general line of the National Road and U.S. 40, U.S. 40 Alt. has been subject to minor adjustments to both its horizontal and vertical profiles. The current roadway design, a standard engineering form, is divorced from the design of its predecessors. The workmanship of the roadway reflects an evolution of road building equipment and pavement technology that is completely unrelated to the manual labor that built the original National Road.

That the National Road and U.S. 40 are important to our past is without question. From the time of Nemocolin's Trail to the construction of I-68, the evolution of the transportation corridor has mirrored the evolution of the national economy, reflecting both economic and cultural processes. Yet, the transformation of the roadway and roadside over time has destroyed important aspects of its integrity. We recommend that this section is not eligible for inclusion in the National Register of Historic Places under any criteria (A, B, C) due to a loss of integrity. This property was not evaluated under Criterion D because it is unlikely to yield any further information important to our past.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: *Alignment, vertical profile, surrounding landscape retain sufficient integrity. Boundary recommended is 66' chartered width of roadway.*

Tom VanLand
Reviewer, Office of Preservation Services

8/29/05
Date

Elm
Reviewer, National Register Program

9/13/05
Date

200502118

G-I-A-227

National Road

1811, 1932

National Pike (U.S. 40 Alt.)

Grantsville Vicinity

Public

The two-mile section of the National Road found within the US 219 Improvements APE is known locally as the National Pike (US 40 Alt.). The road resembles most modern two-lane state highways. The current roadbed and shoulder were built and are maintained to a national engineering standard and are marked with customary signs and pavement markings. The present modern condition of the nation's first federal highway is the culmination of historical forces that have reshaped what was once the native trace once known as Nemacolin's Path into the modern I-68/U.S. 40 Alt. corridor. The recently rehabilitated Stone Arch Bridge (G-I-A-198) over Meadow Run is the only material resonance of a road that, from 1818 to 1836, was arguably the most important road in the United States. The existing roadway has no material association with its historically significant precursors, including its first modern form built in 1932-1933. Though located on the general line of the National Road and U.S. 40, U.S. 40 Alt. has been subject to minor adjustments to both its horizontal and vertical profiles.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. G-I-A-227

1. Name of Property

(indicate preferred name)

historic National Road (preferred), High Point vicinity.
other National Pike, Cumberland Road, U.S. 40, U.S. 40 Alt.

2. Location

street and number National Pike, extending 1.1 miles east and 0.9 miles west of U.S. 219
city, town Grantsville x vicinity
county Garrett

3. Owner of Property

(give names and mailing addresses of all owners)

name Public
street and number U.S. 40 Alt. (National Pike) telephone
city, town Grantsville and High Point vic. state MD zip code 21536

4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio
city, town tax map N/A tax parcel N/A tax ID number N/A

5. Primary Location of Additional Data

- x Contributing Resource in National Register District (Portion within the Little Meadows Historic Site)
____ Contributing Resource in Local Historic District
____ Determined Eligible for the National Register/Maryland Register
____ Determined Ineligible for the National Register/Maryland Register
____ Recorded by HABS/HAER
x Historic Structure Report or Research Report at MHT
x Other: The portion within Little Meadows Historic Site (G-I-A-012) includes the Stone Arch Bridge (G-I-A-198).

6. Classification

Category	Ownership	Current Function	Resource Count
____ district	<u>x</u> public	____ agriculture	Contributing
____ building(s)	____ private	____ commerce/trade	Noncontributing
<u>x</u> structure	____ both	____ defense	____ buildings
____ site		____ domestic	____ sites
____ object		____ education	<u>2</u> structures
		____ funerary	____ objects
		____ government	<u>2</u> Total
		____ health care	
		____ industry	
		____ landscape	
		____ recreation/culture	
		____ religion	
		____ social	
		<u>x</u> transportation	
		____ work in progress	
		____ unknown	
		____ vacant/not in use	
		____ other:	
			Number of Contributing Resources previously listed in the Inventory
			<u>0</u>

7. Description

Inventory No. G-I-A-227

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> altered

The two-mile section of the National Road found within the U.S. 219 Improvements APE is known locally as the National Pike (US 40 Alt.). The road resembles most modern two-lane state highways. The current roadbed and shoulder were built and are maintained to a national engineering standard and are marked with customary signs and pavement markings (See Photo Key). The present modern condition of the nation's first federal highway is the culmination of historical forces that have reshaped what was once the native trace once known as Nemacolin's Path into the modern I-68/U.S. 40 Alt. corridor. The recently rebuilt Stone Arch Bridge (G-I-A-198) over Meadow Run is the only material resonance of a road that, from 1818 to 1836, was arguably the most important road in the United States.

The National Road enters the U.S. 219 survey area at a point 0.90 miles west of its intersection with existing U.S. 219, known as Chestnut Ridge Road. From this point in what locals call the "smooth valley," the road climbs the gentle western slope of Chestnut Ridge on a straightaway, past the "High Point," entering the Little Meadows Historic Site approximately 750 feet west of existing U.S. 219. Here, residential and commercial development (spurred in part by the nearby intersection of U.S. 219 and I-68), clouds the road's association with Little Meadows until the road passes the intersection and crests the ridge. The road then continues approximately 600 feet due east before turning sharply south in its descent from Chestnut Ridge, passing the Tomlinson Inn (G-I-A-012) in its approach to the Stone Bridge (G-I-A-198) over Meadow Run. The road continues southeast through the historic site, climbing Meadow Mountain for 0.50 miles before turning sharply north for approximately 400 ft, and then turning again southeast, leaving the study area approximately 1.10 miles east of the U.S. 219 intersection.

The roadway has remained close to its present route for over one hundred years. The original route of the National Road was a function of the river and stream crossing: the road was routed between the crossing of Meadow Run and Little Crossing along the "smooth valley." Perhaps because of the easy engineering permitted by the topography, we found no intact off-line sections, braids or related features such as culverts or retaining walls within the APE that relate to the original line of the National Road. The straightaway descent into the "smooth valley" insured that the roadway would evolve on or close to its original location. However, like other sections of U.S. 40 Alt. in Garrett County, both the horizontal and vertical location of the roadway has changed over time as a result of grade work and road widening.

The actual roadway in the APE has two general forms: a recently laid 44-foot wide form, with two 12-foot wide lanes and ten-foot wide shoulders with raised asphalt berms broken by driveway entrances; and a slightly earlier 42.5-foot form without berms, allowing access at grade. The first type is found exclusively west of U.S. 219, the latter form is found east of U.S. 219. It is evident that both sections of the roadway have been widened by the many small cuts along its route, even in the descent into Casselman Valley. The most dramatic cut is found on the eastern slope of Chestnut Ridge, just west of the Tomlinson Inn. Here, the modern roadway features especially wide shoulders, concrete gutters, and a slight horizontal relocation to the south that required the removal of material and grading of cut slopes on both sides of the road. The modern roadway entirely encapsulates the original roadbed. The roadway now accommodates wide shoulders used as an acceleration lane for trucks leaving the new Garrett County recycling facility, and incorporates the now-abandoned U.S. 48/I-68 access ramp.

The section of the roadway west of U.S. 219 has fewer evident cut-and-fill sections, though the roadway is clearly modern. The current form dates from the reconstruction of U.S. 40 in 1932-33, at which time the road was graded, paved and lined with concrete shoulders. However, the current form of the roadway overlays this early modern form, with a much wider pavement width, larger shoulders, some guardrails and a more aggressive drainage system. The impact of the widening of the road and reconstruction of the roadway—likely in the late 1940s during this section's dual use as both U.S. 219 and U.S. 40—greatly altered the roadside setting.

In general, the roadside frontage lots are dense with "human product," physically hardened "with curbs, entrances, driveways, mailboxes, utilities underground and above, drainage ditches or gutters, occasional sidewalks, and endless yard tackle . . ." (Clay and Raitz 1996:355). This is what sets the section of the U.S. 40 Alt. within Little Meadows apart, to an extent. Though altered greatly by the construction of U.S. 48/I-68, the new Garrett County recycling center and some residential land commercial frontage, excepting the development at the intersection with U.S. 219, the roadside is relatively open within the historic site.

The architecture and other material artifacts along U.S. 40 Alt. are an ensemble of temporally unrelated resources, a careful reading of which can outline the different eras of improvement to the roadway. The buildings, structures and sites along the route of the National

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. G-I-A-227

Name National Road
Continuation Sheet

Number 7 Page 1

Road within the APE include the traces of Braddock's Road, the Tomlinson Inn and Little Meadows, and the reconstructed Stone Arch Bridge, all of which relate to the heyday of the National Road (1810-1850). Each of these elements, except for a 2,000-foot long portion of Braddock's Road found in the woods north of the National Road, are located within the Little Meadows Historic Site. There are no National Road mile markers along the route.

The character and distribution of the remaining resources speak to the changing nature of the National Road over time. The House Property (G-I-A-120), built c. 1850, is the earliest resource on the road outside of the Little Meadows Historic Site, was previously determined not eligible for the National Register of Historic Places by the Federal Communications Commission (FCC) in consultation with the MHT. A small farmstead and farmstead site within the boundaries of the Little Meadows Historic Site, both dating from the latter part of the era, were abandoned during the construction of U.S. 48/I-68; one (G-I-A-059) is a ruin and there is no trace of the second (G-I-A-065) other than modern construction rubble.

Most resources date from the Revival era (1910-1960), representing the rise of automobile and mass culture. None of the resources were built as a hotel or road-oriented commercial establishment, though two properties later became businesses. All but one property were built as non-farm rural residences; the single agricultural property was, at best, a hobby farm. Several houses are modern versions of traditional housing forms, though most are examples of national house types, including the Bungalow, Cape Cod, and Ranch forms. There are also a large number of modern (post-1954) buildings along the route. A modern hotel, built in the late 1950s, is located in the southeastern quadrant of the U.S. 219/U.S. 40 Alt. intersection, but was not included in the field survey due to its late vintage. The architecture and materials of the resources along the road most clearly reflect the relationship to the automobile and the rise of mass-consumer culture.

The U.S. 40 Alt. roadway is a thoroughly modern artifact, reflecting a drive toward standardization and constant improvement of the transportation system. The existing roadway has no material association with its historically significant precursors, including its first modern form built in 1932-1933. Though located on the general line of the National Road and U.S. 40, U.S. 40 Alt. has been subject to minor adjustments to both its horizontal and vertical profiles. The current roadway design, a standard engineering form, is divorced from the design of its predecessors.

The workmanship of the roadway reflects an evolution of road building equipment and pavement technology that is completely unrelated to the manual labor that built the original National Road; even some historic elements along its route are simulacra. The materials of the roadway are also of a recent vintage: none of the original or pre-1954 roadbed is present within the APE unless encapsulated by the existing pavement.

The alteration to both the roadway and the roadside, so dramatic within the past fifty years, accelerated with the construction of U.S. 48/I-68, itself an agent of direct landscape change. Even within the Little Meadows Historic Site, the roadside is irreversibly altered by strip-mines, residential development, commercial development, public development, and the construction of U.S. 48/I-68. These changes combine with the standardized roadway to rob this section of U.S. 40 Alt. of its feeling as anything but a modern transportation facility.

8. Significance

Inventory No. G-I-A-227

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input checked="" type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input checked="" type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input checked="" type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1811, 1815, 1817, 1932-33 **Architect/Builder** Federal, State governments

Construction dates 1815-1817, continuous

Evaluation for:

☒ National Register ☒ Maryland Register ☐ not evaluated

In 1806, Congress first opened debate on the construction of a federal road to the west. The poor condition of existing roads and the population pressure from the new state of Ohio, not to mention the commercial necessity of timely transport, drove states to advance various schemes of internal improvement. Engineers surveyed a route for the National Road in 1811 and modified the route subsequently to accommodate the many political and economic interests. The National Road would roughly follow the route of Nemacolin's Trail, Washington's military road, and Braddock's Road.

Contractors built the National Road in sections as traffic continued to flow on the older braids of the western route. Contracts drawn up for the design and construction of a series of sections were let over a period of six years (Peyton 1996). The contract for the construction of the second section, from Savage Mountain to the well-known estate of Joseph Tomlinson, was let in 1811. The road opened to traffic in 1812, though it was not completed to standards until 1815. The next section from Tomlinson's to Smithfield was let the following year but not completed until 1817. The road finally opened to Wheeling on the Ohio River in 1818 and was immediately crowned the "chief avenue to the west," though the braids of the older trails still carried traffic. The road also provided western farmers and merchants with access to the global market via Baltimore.

The route of the National Road was straightened and amended as it was gradually improved, first by the Federal authorities, and then by the states after 1835. The purpose of the National Road was, above all, to overcome rugged topography and reduce transport time between the east and west in support of the rationalization of trade. To this end, wherever possible, authorities straightened, altered, and rerouted the road to better suit the large commercial and passenger convoys dependent on reduced travel time.

The years from 1831 to 1835 marked an era of sustained road improvement, with local contractors working under the authority of the Army Corps of Engineers and the War Department to rebuild the road to Cumberland, by then a canal entrepot (Peyton 1996:150). These repairs generally included manual laborers using hand tools to repave the road with macadam, complete minor grading, and build or rebuild bridges and culverts. These changes were generally sympathetic to the original resource. The state and its contractors adopted a macadam process in 1834, adding 10 feet to the roadbed and constructing drainage ditches (State Roads Commission of Maryland 1958:25). This was the first of what were to be many reconstructions of the roadway in western Maryland.

Transfer of the road to the states in 1832, and a later agreement for Federal funding of road maintenance, ultimately began the process of disintegration of a truly national road. By 1835, the National Road, by then a state-managed toll-road, "had slipped into a secondary transport role" (Colten 1996:203). The government's transfer of the federal mail route from the road to the rails in July 7, 1838 marked the end of the National Road's dominance. Nonetheless, the National Road was the principal trade and travel route through western Maryland from its construction until the completion of the Baltimore and Ohio Railroad to Wheeling.

The completion of the Baltimore and Ohio railroad to Cumberland in 1842 reinvigorated the trade route between Wheeling and Cumberland, spurring ongoing local improvements for the next decade, as the National Road became the spine of a developing regional trade network. In 1852, workers completed the Baltimore and Ohio Railroad to Wheeling. The railroad offered regular service the following year, superseding the National Road as a trunk line. The railroad transformed time-distance relationships, and few merchants would pay the toll for slow and unpredictable road travel, turning to the regular service and standards of the railroad.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

227
Inventory No. G-I-A-2117

Name National Road
Continuation Sheet

Number 8 Page 1

system. By the end of the Civil War, the road had reached a state of disrepair: "travelers and freight moved by rail, and the Road, for want of both engineering innovation and financial support, dissolved into a mud track, more barrier to travel than routeway" (Raitz 1996a: xii).

There were periods of revival, however, and many sections functioned well as local thoroughways in the second half of the nineteenth century. In 1879, the year after the last toll was collected, the road was "excellently macadamized, the rivers and creeks spanned by stone bridges, the distances were indexed by iron mile-posts and the toll-houses spanned by strong iron gates" (Johnson 1899:234; Sioussat 1899:186). Yet, by the end of the century, the decay of the road network in the shadow of the rail system was widespread.

In 1899, the Maryland Geological survey forecast many of the changes that would later "harden" the landscape of the old National Road. The report proscribes: "new locations better adjusted to the topography will have to be adopted along many portions of our main roads before our highways are made of the most practical benefit to the agricultural and commercial interests of the state" (Clark 1899:62; Clay and Raitz 1996:355). At that time, commercial traffic on the National Road had decreased so dramatically, that it was categorized as an "abandoned toll road" by the state of Maryland, though still a thoroughfare:

Since the building of the turnpikes, the section of the country opened to them has been transformed by the railroads. This has reduced to almost zero the hauling over some sections of the turnpikes, so that there is no longer revenue enough derived to maintain the road . . . particular sections have been abandoned and turned over to the care of counties" (Johnson 1899:191).

The road was bypassed by the dominant transportation regime, and became a "predominantly local institution" (Barron 1997).

At the turn of the century, the 22-mile National Road was the only stone road in Garrett County, though it was "in bad condition" and decaying for want of funds (Johnson 1899:234). State efforts at maintenance and improvement were limited to repair of the original 20-foot-wide roadbed and maintenance of "side hill" sections, allowing the underlying road foundation to become exposed and the sections in slope to become gullied (Johnson 1899:234-235). Johnson notes the required width of the right-of-way between fences to be 30 feet. In spite of its decay, the artifact of the National Road roadway was more-or-less intact, and it's roadside yet uncluttered by the commercial roadside of the automobile era.

Farmers and their advocates worked in the state legislature to fund and maintain market roads, resulting in the 1904 Shoemaker Act, designed to have the state help "get farmers out of the mud" (State Roads Commission of Maryland 1958: 47). Later, demand for good roads in the 1910s combined with the innovations of the war economy to spur Congress to action, federalizing state and local roads, and imposing federal design standards. Boosted by organizations loosely affiliated within the "good roads" movement, such as the National Old Trails Association, Congress accepted the revitalization of the National Road. The work of historian Robert Bruce for the National Old Trails Association was instrumental in creating an avenue for the promotion of the National Road as a modern highway corridor, restoring the road to cartographic prominence (Bruce 1916).

The automobile transformed society, but slowly at first, as long distance travel was hampered by the poor condition of the road network. The designation of the Lincoln Highway changed that, proving the viability of a national road system, patchwork as it was. In 1913, on the heels of the Lincoln Highway, Congress first appropriated some Federal monies for the improvement of rural postal roads, and Maryland authorities worked to improve the National Road (Jordan 1948:385; Lewis 1996:31). Improvements included widening, grading, bridge replacements and paving with macadam (Jordan 1948:385).

Both the road and roadside changed with the widespread adoption of the automobile for both commercial and passenger travel. The 1916 Federal Aid Road Act provided the monetary support to the states for the reconstruction of the road network, establishing a

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

227
Inventory No. G-I-A-~~2117~~

Name National Road
Continuation Sheet

Number 8 Page 2

highway department, and accelerating the transformation of the roadway (Barron 1997:38). The road was slowly standardized into a narrow band of roadway paved in macadam, flanked with sloped earthen shoulders. National Road booster Bruce commented on the 1916 roadside, noting the Scofield Monument, the "long descent of the west slope of Meadow Mountain," the Tomlinson Inn and Little Meadows, the "rather steep ascent of Chestnut Ridge" and the "long easy grade" to the Casselman (Bruce 1916:52).

Between 1916 and 1921 the first federal highways acts took effect, "though as late as 1921 there was no such thing as an officially numbered highway" (Allen 1952:109). By 1923, the rebirth of the National Road was accomplished, "its nineteenth century surface of dirt and remnants of stone had disappeared" (Jordan 1948:388). The National Road was renamed the "National Old Trails Road," and incorporated into a congressionally mandated intercontinental route.

In addition to reshaping economic and social life, the automobile culture transformed the landscape of the roadside. By the mid-1920s, a new landscape developed "atop and amid" the relics of an earlier space-time regime (Raitz 1996c: 291). This new landscape was created less by the manual labor and horsepower of an earlier era, as "dirt-moving machines transformed the road building task; cut-and-fill expanded in scale with deeper cuts, steeper fills" (Clay and Raitz 1996:353). By 1925, the roadway was leveled through deep cuts, and widened to accommodate broad shoulders, the slope of the cuts, and a right-of-way for utilities.

The national gasoline tax, passed in 1925, funded the reconstruction of whole sections of the National Road. In 1927, the federal government worked to rationalize the road network through a systematic road numbering system. The National Road was resurrected as U.S. 40, a federal transcontinental highway linking Atlantic City to San Francisco. U.S. 40 was one of several important transcontinental routes, all reflecting the basic numbering system. U.S. 40 was a national road, but not the National Road (Lewis 1996:44).

The federal designation of the old National Road formalized U.S. Route 40's place in Maryland's primary road system. In the preceding decade, the road had been widened, resurfaced, and improved piecemeal, allowing emphasis and funding to shift to the secondary road system in the later part of the 1920s (State Roads Commission of Maryland 1958:101). Ongoing technological developments, particularly the widespread production of trailer-trucks and automobiles, strained the primary system. The condition of U.S. 40 was inadequate to meet the needs of business and commerce. During this time, the state began to innovate in its design for its rural primary system, introducing the three-lane 30-foot road to western Maryland, a design that is echoed today in the wide pavement of U.S. 40 Alt..

With the rise of the automobile, sections of the U.S. 40 roadside evolved into a "road town," featuring elements such as gas stations, auto camps, motels, drive-in theaters, restaurants, signs and a "motor-truck" landscape (Raitz 1996c: 305). The roadside landscape is characterized not by fixity, but by "chronic locational instability," a function of the technical and political evolution of the highway industry. Many of the elements from this era are no longer present or have been converted to another use.

The form and location of the present roadway owes much to the reconstruction of U.S. 40 in 1932-1933, the darkest days of the Depression. During this period, heavy machinery allowed engineers to straighten, flatten and amend large sections of the road. The roads gradually were rebuilt according to federal specifications – with a standard width, grade and general alignment – though local control of spending and maintenance insured variation with the system.

The 1930s saw the paving of portions of the National Road with bituminous pavement, flanked by 24-inch concrete aprons (Raitz 1996c:291). The Report of the State Roads Commission of Maryland notes the reconstruction of the National Road in 1932-33 to be an outstanding statewide project:

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

227
Inventory No. G-I-A-2117

Name National Road
Continuation Sheet

Number 8 Page 3

In Garrett County, the National Pike has been rebuilt west of Frostburg with concrete shoulders and bituminous resurfacing, completing the improvement of U.S. Route 40 between Baltimore and the Pennsylvania State line (State Roads Commission of Maryland 1934:28).

Workers relocated troublesome sections, notably at hillcrests and river crossings, during this era. Stone arch bridges, including the impressive Casselman River Bridge, were by-passed or altered during the reconstruction. The realignments were usually short, intended to help in the approach to new bridges or straighten a stretch of road (Clay and Raitz 1996:371). The small bypasses provide a strong visual counterpoint contrasting the roadway of 1932 with the modern U.S. 40 Alt. roadbed.

In 1940, the opening of the Pennsylvania Turnpike and its enthusiastic reception by motorists led to a new understanding of scale in highway construction. World War II redirected national energies away from highway construction, allowing the state networks to remain static or atrophy as manufacturing capacity boomed. Soon after the war, it was clear that the existing road network was a barrier to the expansion of the economy.

The increasing tensions of the Cold War galvanized public support of highway and freeway construction. A wave of pre-interstate highway reconstruction swept the country in the 1950s before the passage of Federal Highway Act of 1957, the Defense and Interstate Highways Act. During this era, we believe that U.S. 40 was built to its current standard of 12-foot lanes, one eastbound and one westbound, with 10-foot shoulders. In spite of these improvements, widened with additional lanes, U.S. 40 proved "inadequate for providing high speed goods transfers" (Clay and Raitz 1996: 352).

Historian George Stewart's images published in 1953 illustrate that sections of the roadway were generally maintained to their 1932 standard, though grading, widening and horizontal adjustments were ongoing (1953:98-101). Beyond the application of scientific engineering, the ever-modern technologies of road construction affected the roadway: "caterpillar trucks, bulldozers . . . and complicated cement-laying machines . . . tractors haul plows to widen the pike, and the plows, in turn, pull harrows . . ." routinely reworked the design of the old National Road (Jordan 1948:396). National Road enthusiast Philip Jordan details the move toward modern standardization, naming traffic signals, pavement striping, three-four lane width, wire cable guardrails, roadside landscaping, the elimination of blind curves, and "scores of signs" (Jordan 1948:396-397). During this era, important features of the heyday such as stone bridges suffered from neglect and decay (Morse and Green 1971:38).

By 1958, much of the interstate system in Maryland had been completed, with the notable exception of the proposed section extending along the National Road corridor into western Maryland (State Roads Commission of Maryland 1958:184). By 1973, U.S. 48, the forerunner of I-68, dubbed the "National Freeway" was not yet completed (Ierley 1990:211). The construction and designation of I-68 took 28 years, from 1963 to 1991. It was the only major interstate not serving a large metropolitan area.

Development of U.S. 48 through Garrett County occurred between 1964 and 1976, with most of the actual construction occurring in the later part of this span. The section through Little Meadows was opened in August 1976, completely altering the economic landscape within the APE (Maryland State Highway Administration 1991). The westbound exit ramp to U.S. 219 was reconfigured after 1980, resulting in the abandonment of the ramp and use of the right-of-way as a spoil area. In 1991, the U.S. 48 designation was replaced as the road joined the federal interstate system as I-68. Harper suggests that, with the construction of the freeway, the rate of change to the actual U.S. 40 Alt. roadway has slowed (1996:400).

In 1980, Thomas and Geraldine Vale updated George Stewart's work of thirty years earlier in the study U.S. 40 Today: Thirty Years of Landscape Change. The study charts the dramatic degree of landscape change within the National Road/U.S. 40 corridor, noting in particular how U.S. 48/I-68 has affected landscape and land use in Garrett County (Vale and Vale 1983:41). The Vales conclude their study with a statement that summarizes the challenge of the National Road for environmental managers: the couple concludes that

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

227
Inventory No. G-I-A-2117

Name National Road
Continuation Sheet

Number 8 Page 4

the National Road corridor is a rich landscape where change emphasized rather than diminished the significance of the cumulative landscape (Vale and Vale 1983:190). Clay and Raitz suggest that a cardinal shift in the direction of interregional linkages will mark the next chapter in the evolution of "America's highway" (1996:374).

The fragmentary landscape of the old National Road, as well as other early routes, clearly expresses that "there is never a stationary highway" and illustrates in some measure the alteration of time-distance relationships that accompanied the evolution of the automobile-based economy and culture (Clay and Raitz 1996). Many landscape features found along the route of the National Road, notably the Tomlinson Inn (G-I-A-012), and even sites such as Little Meadows, clearly relate to the road, are significant and possess integrity (Kroeger and Pavelchak 1996). Yet the nature of our transportation network, with its emphasis on standardization, safety, and constant improvement, has eroded the historic fabric of the road itself (Harper 1996).

9. Major Bibliographical References

Inventory No. G-I-A-227

Bruce, R. 1916. *The National Road: Most Historic Thoroughfare in the United States*. National Highways Association, Washington, D.C. Clark, W. B. 1899. The Relationship of Maryland Topography, Climate, and Geology to Highway Construction; Johnson, A. N. 1899. The Present Condition of Maryland Highways; and Sioussat, St. G. L. 1899. Highway Legislation in Maryland and its Influence on Economic Development. In the *Maryland Geological Survey Report of the Highways of Maryland*. The Johns Hopkins Press, Baltimore. Clay, G. and K. Raitz. 1996. Never a Stationary Highway; Colten, C. E. 1996. Adapting the Road to New Transport Technology; Harper, G. A. 1996. Preserving the National Road Landscape; Lewis, P. F. 1996. The Landscapes of Mobility; Peyton, B. J. 1996. Surveying and Building the Road; and Raitz, K. 1996. The US 40 Roadside. In *The National Road*. The Johns Hopkins University Press, Baltimore. Ierley, M. 1990. *Traveling the National Road: Across the Centuries on America's First Highway*. The Overlook Press, Woodstock, New York. Jordan, P. D. 1948. *The National Road*. The Bobbs-Merrill Company, Indianapolis. Kroeger, K. and K. Pavelchak. 1996. From Cumberland to Wheeling. In *A Guide to the National Road*. The Johns Hopkins University Press, Baltimore. Morse, R. E. and D. Green, editors. 1971. *Thomas B. Searight's The Old Pike: An Illustrated Narrative of the National Road*. Green Tree Press, Orange, Virginia. Raitz, K. editor. 1996a. *The National Road*; and 1996b. *A Guide to the National Road*. The Johns Hopkins University Press, Baltimore. 1996c. State Roads Commission of Maryland 1934. *Report of the State Roads Commission of Maryland: Operating Report for the Years 1931, 1932, 1933 and 1934; Financial Report for the Years 1933-1934, and 1958. A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore. Stewart, G. R. 1953. *U.S. 40: Cross Section of the United States of America*. Houghton Mifflin Company, Boston. Vale, T. R. and G. R. 1983. *U.S. 40 Today: Thirty Years of Landscape Change in America*. The University of Wisconsin Press, Madison.

10. Geographical Data

Acreage of surveyed property _____

Acreage of historical setting _____

Quadrangle name _____

Avilton MD.-PA.

Quadrangle scale: 1:24,000

Verbal boundary description and justification

A 1.10-mile long section of the road, including the Stone Arch Bridge (G-I-A-198) is located within the Little Meadows Historic Site. The remaining 0.90-mile long section of road, however, bears no material association with the original National Road or its later manifestations. We recommend that this section is not eligible for inclusion in the National Register of Historic Places due to a loss of integrity. Note, however, that the entire length of the National Road was recently designated an All-American Road through the Federal Highway Administration's (FHWA) National Scenic Byways Program. A consortium of Maryland agencies completed a "Corridor Partnership Plan" for Maryland's Historic National Road Scenic Byway in the spring of 2001, focused on preserving and enhancing the historic and visual qualities of the road corridor.

11. Form Prepared by

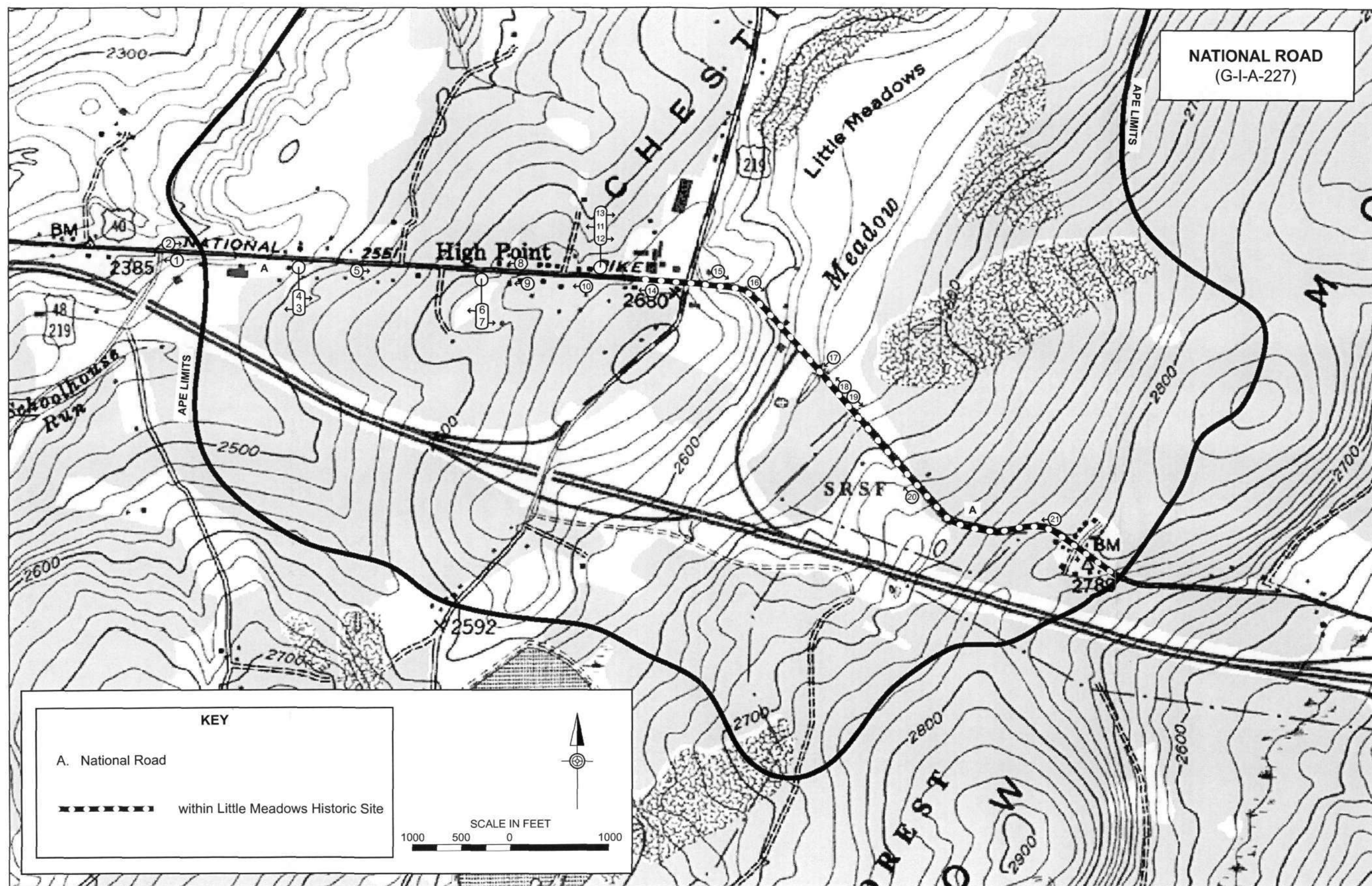
name/title	William M. Hunter		
organization	Heberling Associates, Inc.	date	June 2005
street & number	904 Main Street	telephone	(814) 669-1280
city or town	Alexandria	state	PA 16611

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

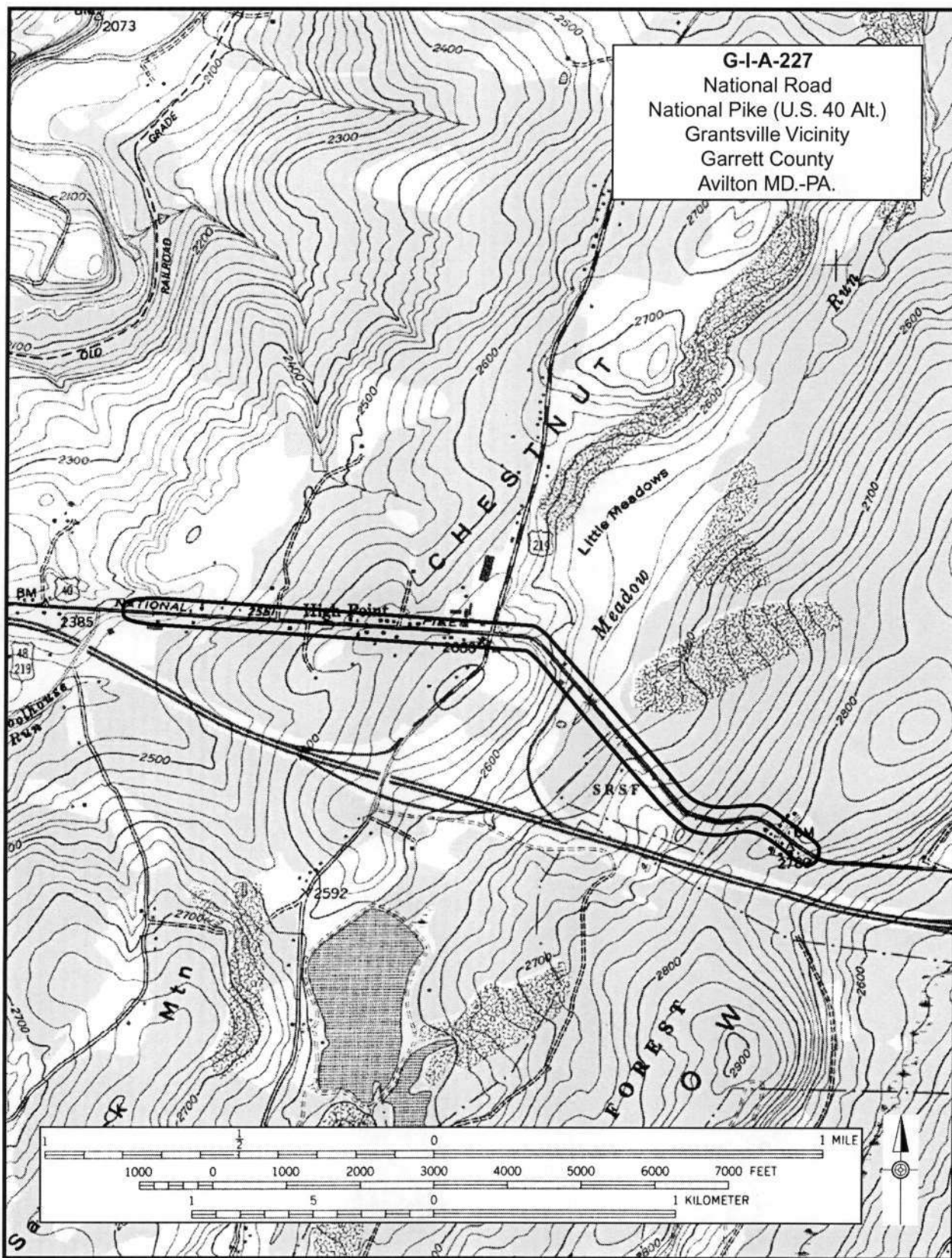
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600



Site Plan and Photo Key





G-1-R-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing West
Photo 1 of 21



G-1-A-257 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing East
Photo 2 of 21



G-1-A-227 (National Road)

Garrett County, Maryland

Heberling Associates, Inc. (May 2004)

View of National Road, facing West

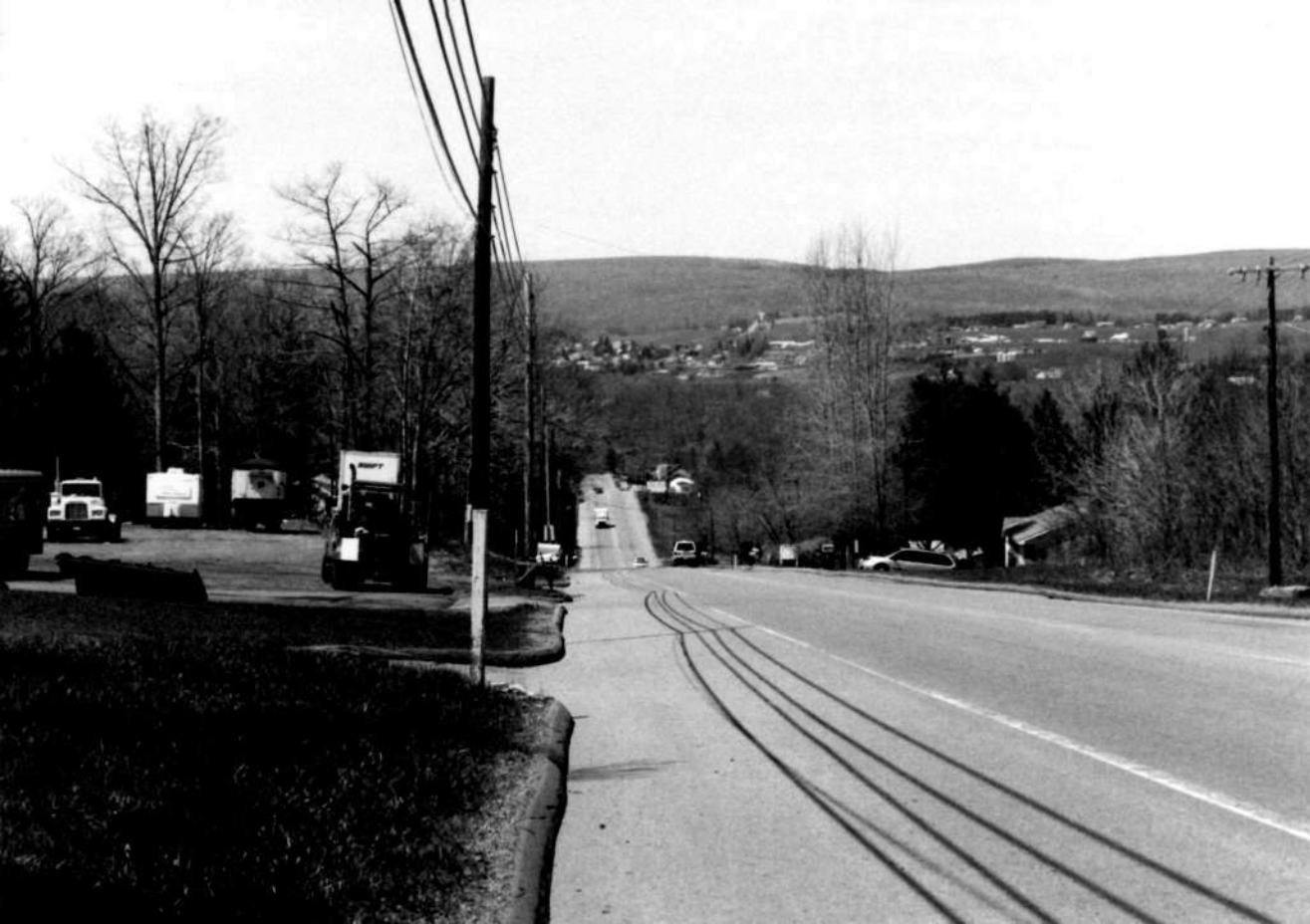
Photo 3 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing East
Photo 4 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing East
Photo 5 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
view of National Road facing west
Photo 6 of 21



G-1-A-827 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing East
Photo 7 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, Facing West
Photo 8 of 21



G-1-A-227 (National Road)
Corrctt County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing west
Photo 9 of 21



Hilltop Inn
Restaurant

lounge

G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing West
Photo 10 of 21



G-1-A-827 (National Road)
Garrett County, Maryland
Heberling Associates, Inc (May 2004)
View of National Road, facing West
Photo 11 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing East
Photo 12 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing East
Photo 13 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road, facing west
Photo 14 of 21



G-1-A-827 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road in Little Meadows,
Facing Southeast
Photo 15 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road in Little Meadows,
Facing Southeast
Photo 16 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road and Stone Bridge (G-1-A-198),
in Little Meadows, facing Southwest
Photo 17 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road in Little Meadows,
Facing Northwest
Photo 18 of 21



G-1-A-227 (National Road)

Garrett County, Maryland

Heberling Associates, Inc. (May 2004)

View of National Road in Little Meadows,
Facing Southeast

Photo 19 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberling Associates, Inc. (May 2004)
View of National Road in Little Meadows,
Facing Northwest
Photo 20 of 21



G-1-A-227 (National Road)
Garrett County, Maryland
Heberting Associates, Inc. (May 2004)
View of National Road in Little Meadows,
facing west
Photo 21 of 21